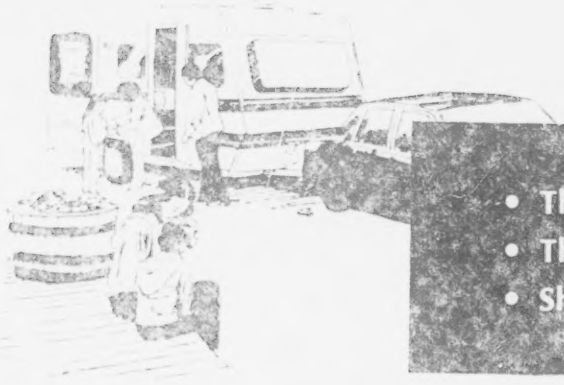
RVs...
The Family Camping Vehicles

A Year-End Report/1980



- The RV Consumer
- The Marketplace
- Shipments Review

Recreation Vehicle Industry Association

Contents

The RV Consumer

Share of RV Market by Family Income 1
RV Ownership by Income/Category 1
Share of RV Market by Region 1
RV Ownership Among U.S. Households, 1980 2
Best Prospect for RV Ownership Is in the 35–44 Year Age Group 2
New Population Surge To Enter Prime Ownership Group 2

Shipments Review

Family Camping Vehicle Shipments 3
Market Share by Category/1980 4
Shipments by Region/1980 5
RV Unit Deliveries by States 6
Deliveries to States by Category/1980 7

The Marketplace

Average Wholesale Price by Category 9
Average Retail Price by Category 9
Retail Value of RV Shipments 10
Market Structure by Category and Size 11

Vehicle Categories 12

This review is a presentation of the historical statistical data on RV production and shipments to retailers as they are compiled monthly from surveys of RV manufacturers by the Recreation Vehicle Industry Association. The data on the RV consumer are taken from the findings of a year-long survey conducted for RVIA by the Survey Research Center of the University of Michigan in 1979–1980.

We are indebted to *RV Dealer* magazine for the reprinting of the graphic illustrations appearing on page 1 which first appeared in the 1980 fall issues in a series of articles written by Dr. Richard Curtin, project manager of the University of Michigan study.

Compiled and produced by the RVIA Marketing Committee:

John Agno, Sterling Power Corporation, Ann Arbor, MI, *Chairman*
Robert M. Bryan, *Vice President*, Administration
Suzanne Branner, *Data Collection*, Marketing
Julia Herron, *Administrator*, Publications

© 1981 **Recreation Vehicle Industry Association**

14650 Lee Rd./Chantilly, VA 22021
(703) 968-7722

The manufacturing and distribution of recreation vehicles — family camping vehicles — are part of the cyclical pattern of our economy. And yet, despite the 1974 recession, the 1979 uncertainty over the availability of fuel, the rapid escalation of interest rates, and the dearth of available financing, some 24 million people are currently enjoying the RV lifestyle through the ownership of 6 million recreation vehicles. About 1 in 12 of the 70 million vehicle-owning families in the U.S.A. own RVs.

There are positive factors, though, that give the picture a brighter look than it has had since 1978. From May through December, 1980, RV shipments had a gradual upswing — bucking the historic trend of usual second and third quarter declines.

In fact, the potential market for RVs is greater than has long been believed by most industry observers, as documented by a 1979–1980 study on consumer attitudes commissioned by RVIA from the prestigious Survey Research Center of the University of Michigan. The study interviewed 7,511 heads of U.S. households, 8.3% of whom reported ownership of some kind of a family camping vehicle — a motorhome, travel trailer, folding camping trailer, converted van or a truck camper. Highlights of the report are given on pages 3 and 4.

A most heartening factor of the findings, in view of the cyclical nature of the manufacturing and distribution phases of this industry, was revealed in the phase of the study which dealt with the future intent of RV owners to replace their present vehicles. More than 60% of the present owners indicated their plans to buy another vehicle of the same type — or a more expensive one — than they presently own.

Also positive, the largest portion of the American population is in the 25 to 34 age group and will be moving within the next decade into the 35 to 44 age group which, historically, is the largest RV ownership group.

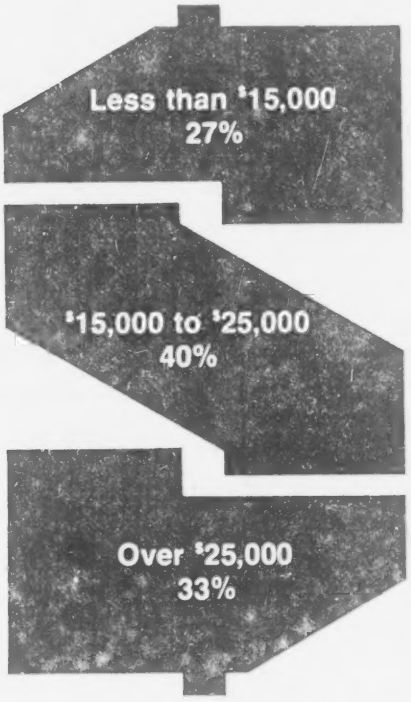
While the high cost of money and the general economic climate are current deterrents to the sale of new RVs, there seems to be no evidence that the *use* of RVs by their present owners (or the rental of them by non-owners) has lessened. The cost of fuel has not diminished their use. In fact, the design modifications that have been structured into units built since 1978 through aerodynamics efficiency, coupled with the greater use of alternative fuels (diesel and LP gas) are offsetting the increased cost of fuel and result in a greater miles per gallon ratio.

Campgrounds are reporting favorable occupancy rates, and the ever increasing costs of hotel and motel

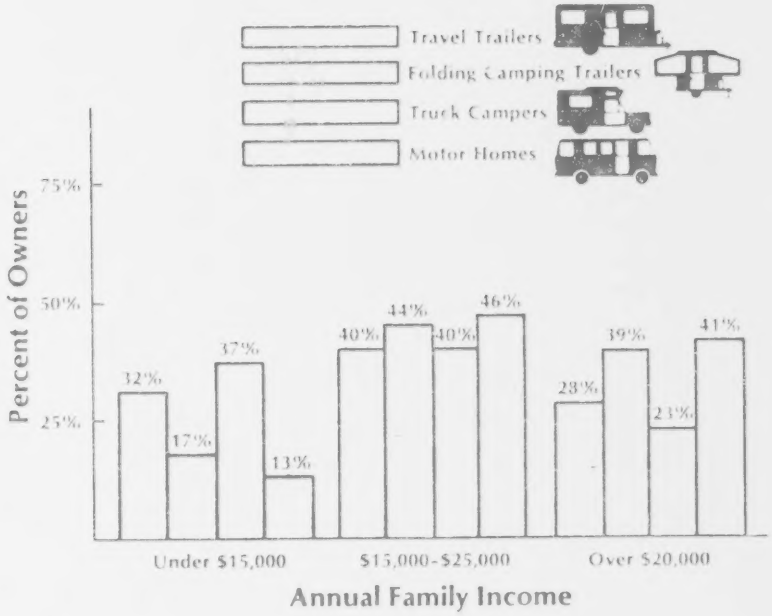
accommodations seem to assure that family vacationers will be driving or pulling an RV during the 80s.

The desire — and need — for recreation have been built into the American lifestyle; people expect to have recreation on a year-round basis, not just on a once-a-year, traditional two weeks' schedule. While the trend may be to take fewer trips and to take them within a day's drive of home, the fact remains that Americans will continue to use RVs in the future whether they own, buy, lease, or rent them.

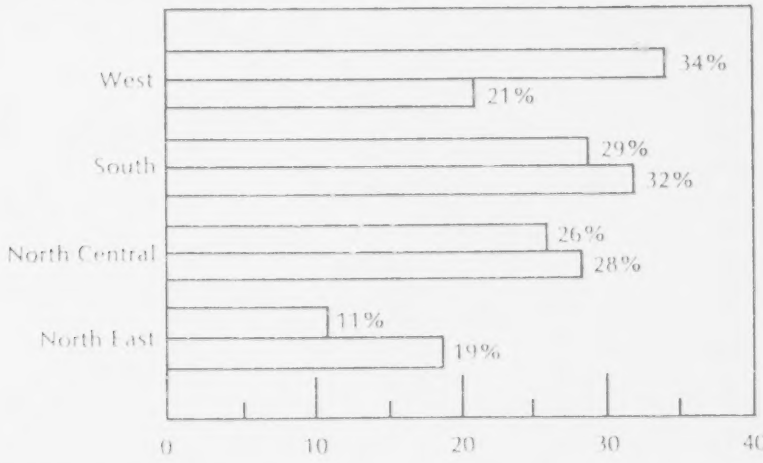
Share of RV Market by Family Income



RV Ownership by Income/Category



Share of RV Market by Regions



Source: University of Michigan Survey Research Center, June 1980.

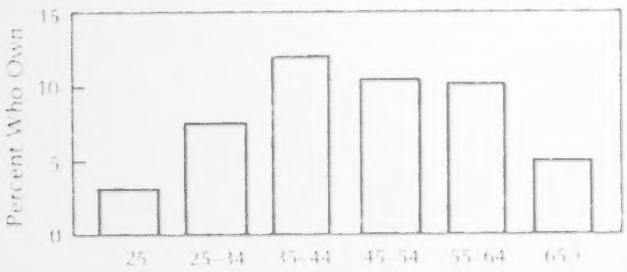
RV Ownership Among U.S. Households, 1980

	Cases	Percentage Distribution	All Recreation Vehicles Ownership Rate	All Recreation Vehicles Share of All RV's
All Families[a]	7511	100%	8.3%	100%
Number of Vehicles				
1	3026	40	1.9	10
2	3198	43	10.1	47
3	883	12	18.8	27
4 or More	401	5	25.1	16
Region				
West	1555	21	13.1	34
North Central	2093	28	8.2	26
Northeast	1437	19	4.7	11
South	2417	32	7.4	29
Income				
Less than $10,000	1302	17	4.1	11
$10,000–14,999	1151	15	7.3	16
$15,000–19,999	1453	19	9.6	23
$20,000–24,999	1168	16	10.6	17
$25,000 and Over	2068	28	11.6	33
Age				
Younger Than 25	718	10	3.1	4
25–34	2240	30	7.4	21
35–44	1509	20	11.7	24
45–54	1123	15	10.3	22
55–64	1024	14	10.2	21
65 or Older	833	11	4.9	8
Education				
Less Than High School	1228	16	8.2	19
High School Diploma	2733	36	10.5	45
Some College	1754	23	7.2	20
College Degree	1626	22	6.8	16
Number of Children				
None at Home	4054	54	6.8	48
1	1291	17	9.7	20
2	1340	18	10.3	18
3 or More	826	11	12.5	14

[a] Among All Vehicle Owning Households

Best Prospect for RV Ownership Is in the 35-44 Year Age Group

Ownership Rate of Recreational Vehicles By Age



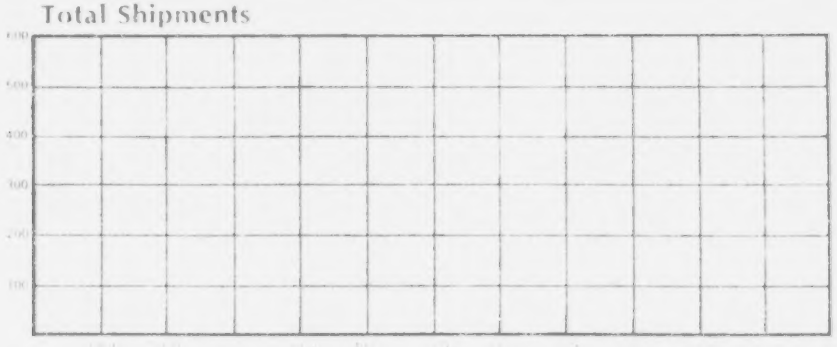
New Population Surge To Enter Prime Ownership Group

Age of Heads of Families	Percent of U.S. Population
Younger than 25	10%
25–34	30
35–44	20
45–54	15
55–64	14
65 or Older	11

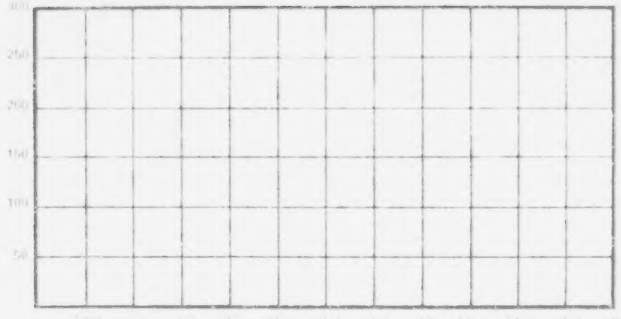
Source: University of Michigan Survey Research Center June 1980

Family Camping Vehicle Shipments (in Thousands)

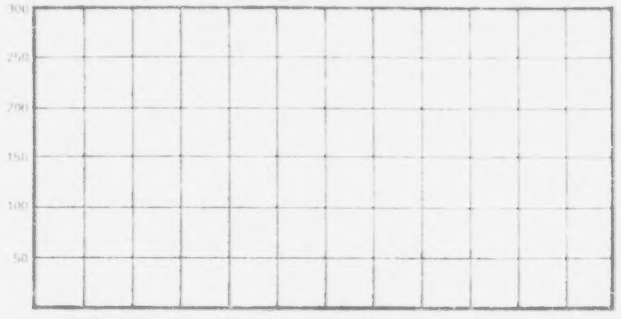
Total Shipments



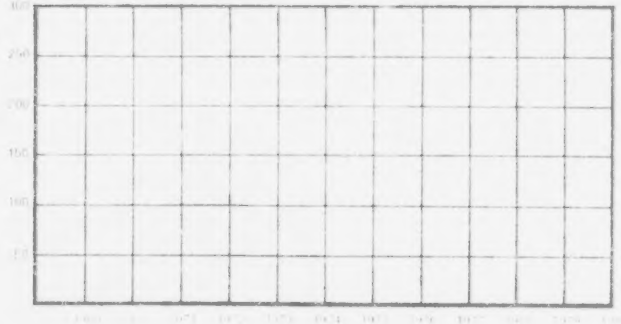
Travel Trailers



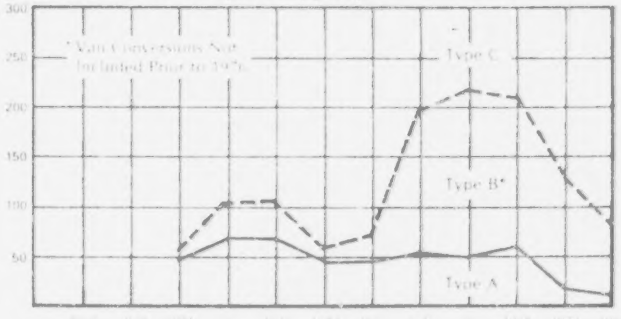
Fold-down Camping Trailers



Truck Campers



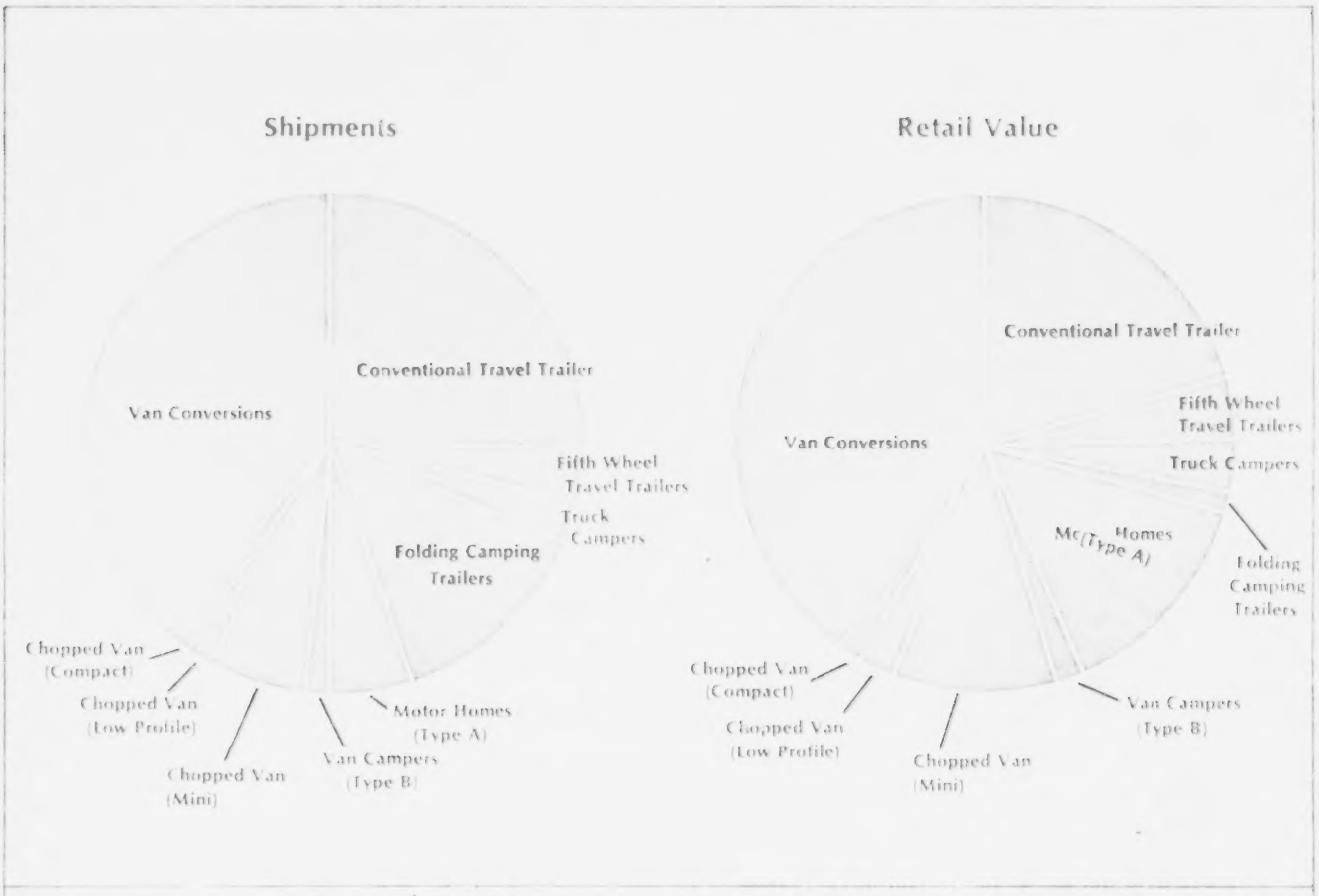
Motor Homes (All Types)



Year	Total Shipments	All Travel Trailers	Fold-down Camping Trailers	Truck Campers	Motor Homes	% Change All Types
1979*	807.7	90.2	33.1	13.8	172.6	41.5
1978*	526.3	159.8	48.2	24.7	293.6	1.4
1977*	533.9	167.9	54.9	33.9	280.2	1.4
1976*	547.1	189.7	53.1	42.0	256.1	+59.4
1975	343.6	130.6	28.1	33.5	96.6	+14.8
1974	299.8	126.4	28.2	35.1	68.0	44.1
1973	538.8	212.3	47.5	80.8	129.0	– 0.3
1972	540.3	260.8	130.3	105.1	116.8	+29.2
1971	419.0	190.8	68.8	101.2	67.2	+18.6
1970	353.3	138.0	106.1	56.9	80.5	– 5.1
1969	369.6	134.0	144.0	92.8	25.1	+20.3

*Data Inc Sales Van Conversions

Market Share by Category/1980



	Unit Shipments in Thousands	Percent of Total	Retail Value in $ Millions	Percent of Total
Conventional Travel Trailer		25.2%	$3073	20.8%
Fifth Wheel Travel Trailers		4.3	776	5.0
Truck Campers		2.8	686	4.5
Folding Camping Trailers		11.5	1750	9.1
Motor Homes (Type A)		5.4	2027	14.3
Van Campers (Type B)		1.1	440	3.7
Chopped Van (Mini)		6.3	2028	12.8
Chopped Van (Low Profile)		1.1	446	3.3
Chopped Van (Compact)		1.1	263	1.9
Van Conversions		39.1	2213	16.1
Total — All RVs		100.0%	$14,701	100.0%

Shipments by Region/1980

	1980	1979	1978
Pacific	20.25%	21.58%	22.85%
East North Central	19.44	19.49	20.21
South Atlantic	11.08	11.55	10.56
West South Central	10.29	9.72	10.29
Middle Atlantic	11.06	10.50	9.23
Mountain	9.65	10.00	10.11
West North Central	8.16	10.44	10.42
New England	4.25	3.15	3.00
East South Central	4.03	3.56	3.33

RV Unit Deliveries by States

	1980	1979	1978	1977	1976
New England		3.15%	3.00%	3.46%	3.61%
Connecticut		0.67	0.61	0.66	0.70
Maine		0.42	0.44	0.62	0.54
Massachusetts		1.17	1.16	1.22	1.30
New Hampshire		0.52	0.46	0.60	0.62
Rhode Island		0.22	0.17	0.17	0.19
Vermont		0.15	0.16	0.14	0.16
M Atlantic		10.15	9.23%	9.77%	9.97%
Jersey		1.50	1.45	1.45	1.47
New York		4.39	3.82	3.84	3.74
Pennsylvania		4.61	3.96	4.48	4.76
East North Central		19.49	20.21%	21.05%	22.47%
Illinois		3.85	3.88	4.20	4.60
Indiana		3.83	3.54	3.50	3.78
Michigan		4.89	5.93	5.69	5.95
Ohio		4.76	4.79	5.20	5.24
Wisconsin		2.15	2.07	2.36	2.61
West North Central		10.44	10.42%	10.81%	12.29%
Iowa		2.21	2.17	2.17	2.54
Kansas		1.36	1.52	1.79	2.10
Minnesota		2.64	2.57	2.62	2.81
Missouri		2.05	2.03	1.91	2.14
Nebraska		0.98	0.97	0.99	1.09
North Dakota		0.61	0.58	0.68	0.86
South Dakota		0.57	0.58	0.65	0.75
South Atlantic		11.55	10.56%	10.02%	10.95%
Delaware		0.21	0.23	0.20	0.22
Florida		3.65	3.17	2.61	2.57
Georgia		1.50	1.29	1.31	1.43
Maryland		1.45	1.31	1.41	1.52
North Carolina		1.51	1.60	1.52	1.61
South Carolina		0.62	0.59	0.56	0.65
Virginia		1.47	1.48	1.53	2.10
West Virginia		1.14	0.89	0.88	0.85
East South Central		3.56	3.33%	3.02%	2.95%
Alabama		1.08	0.94	0.69	0.69
Kentucky		0.60	0.83	0.85	0.65
Mississippi		0.57	0.46	0.40	0.47
Tennessee		1.32	1.10	1.11	1.14
West South Central		9.72	10.29%	10.32%	11.03%
Arkansas		0.73	0.73	0.69	0.72
Louisiana		1.33	1.34	1.12	1.23
Oklahoma		1.76	1.87	2.08	2.30
Texas		5.92	6.35	6.43	6.78
Mountain		10.00	10.11%	9.84%	8.76%
Arizona		1.63	1.68	1.44	1.38
Colorado		2.39	2.18	2.52	2.42
Idaho		1.10	1.40	1.32	1.12
Montana		0.87	0.87	0.87	0.59
Nevada		1.05	0.84	0.58	0.54
New Mexico		1.02	0.98	1.03	1.08
Utah		1.66	1.71	1.59	1.26
Wyoming		0.48	0.45	0.49	0.37
Pacific		21.58	22.85%	21.71%	18.26%
Alaska		0.18	0.30	0.30	0.25
California		14.49	14.68	13.73	11.60
Hawaii		0.01	0.01	0.01	0.02
Oregon		3.10	3.51	3.36	2.87
Washington		3.80	4.35	4.31	3.52
Total %		100.00	100.00%	100.00%	100.00%

Note: Parts may not add to totals due to rounding.

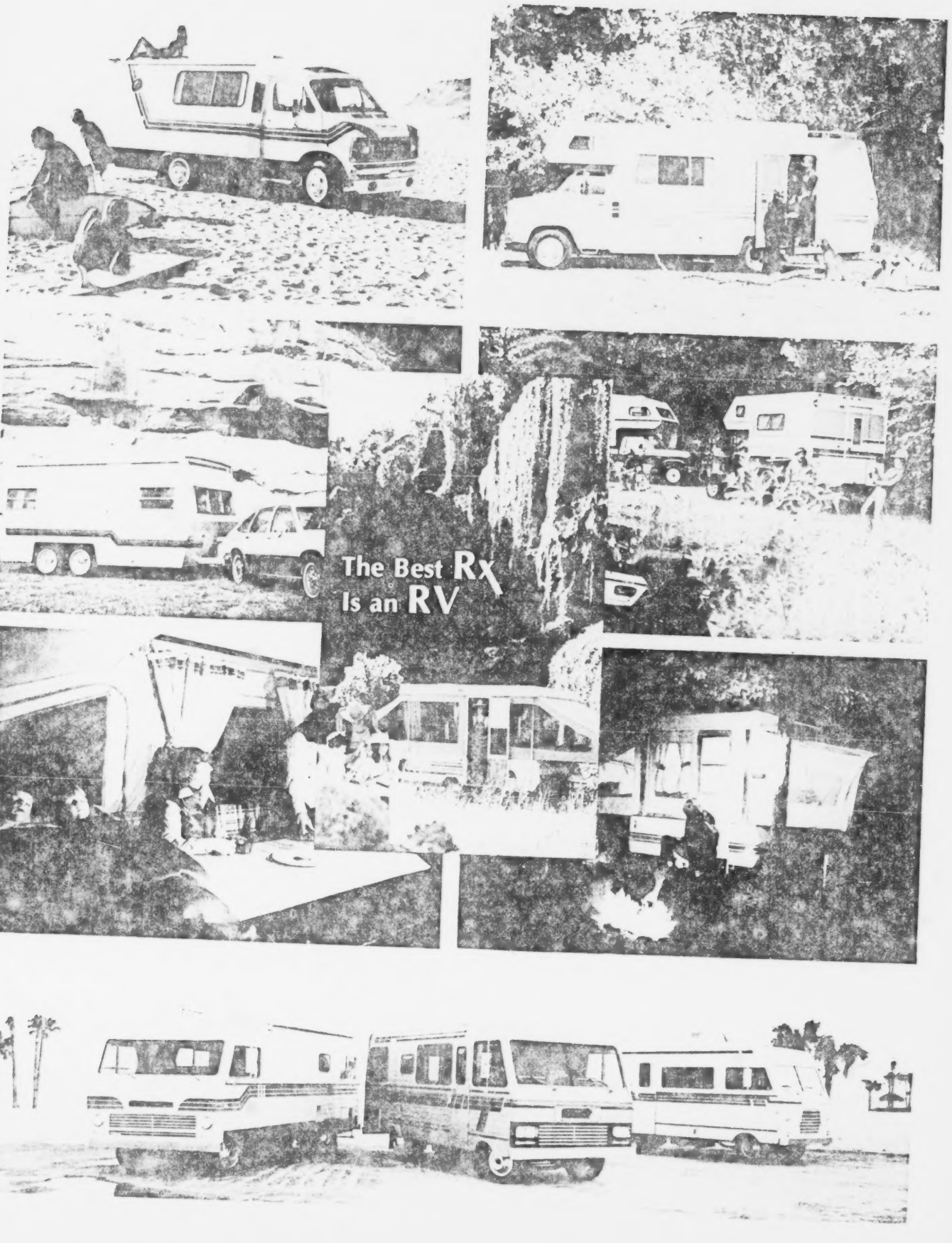
Source: RVIA Monthly Member Shipment Survey. Data for shipment statistics are obtained from monthly surveys to RVIA members and are calculated from completed survey forms.

Deliveries to States by Categories/1980

	Conventional Travel Trailers	Fifth Wheel	Folding Camping Trailers	Truck Campers	Conventional Motor Home Type A	Van Camper Type B	Chopped Van Mini	Chopped Van Low Profile	Chopped Van Compact	Van Conversions	
New England	4.40%	.99%	5.26%	6.68%	1.56%	1.12%	1.26%	1.90%	14.42%	.61%	
Connecticut	72	30	1.02	43	32	1.04	60	1.06	2.01	*	
Maine	34	06	55	51	06	*	30	14	67	*	
Massachusetts	1.67	24	2.80	2.57	36	*	1.19	37	8.39	35	
New Hampshire	1.13	30	43	2.31	30	2.08	65	19	2.03	16	
Rhode Island	27	03	15	69	06	*	52	05	1.34	*	
Vermont	17	06	11	17	04	*	20	09	*	*	
Middle Atlantic	12.16%	4.40%	15.69%	14.65%	7.30%	5.20%	9.81%	4.91%	14.22%	4.97%	
New Jersey	1.85	86	1.58	1.97	1.11	1.04	1.86	83	5.03	1.71	
New York	4.23	1.93	6.29	6.14	2.71	2.08	4.40	1.65	10.76	2.93	
Pennsylvania	6.09	2.11	7.82	6.34	3.48	2.08	3.55	2.43	10.40	2.33	
East South Central	15.56%	10.21%	18.38%	25.36%	19.64%	11.46%	17.90%	16.36%	24.36%	15.74%	
Illinois	1.30	2.81	1.24	4.28	1.56	1.04	2.04	1.84	2.68	1.72	
Indiana	2.98	2.29	3.76	7.11	4.18	2.08	1.82	2.54	7.05	3.99	
Michigan	1.80	2.93	3.54	5.83	5.68	5.21	4.13	14.81	6.75	1.04	
Ohio	3.85	1.89	4.64	5.57	4.97	3.13	6.96	4.72	4.70	3.92	
Wisconsin	1.60	.79	2.30	2.57	1.25	*	.95	5.41	2.02	1.09	
West North Central	7.31%	14.01%	5.41%	11.78%	7.40%	4.16%	8.15%	4.59%	7.71%	18.95%	
Iowa	1.68	2.35	1.46	3.08	1.60	1.04	1.56	.97	5.03	3.31	
Kansas	.83	5.31	1.44	2.31	1.84	*	.49	1.62	*	5.61	
Minnesota	1.67	1.15	.91	6.00	1.44	2.08	2.63	.65	*	1.32	
Missouri	1.83	2.78	1.21	1.11	1.48	1.04	1.24	1.02	1.34	5.59	
Nebraska	.77	1.42	.28	.51	.96	*	.77	.20	1.34	1.46	
North Dakota	.09	.15	.11	.43	.80	*	.77	.05	*	.87	
South Dakota	.47	.75	*	.34	.08	*	.69	*	*	.75	
South Atlantic	15.97%	1.91%	16.12%	9.78%	11.08%	41.66%	10.08%	12.17%	17.46%	5.81%	13.10%
Delaware	.49	.39	.14	.69	.02	1.13	.10	.19	1.01	.29	
Florida	6.33	1.30	3.83	3.80	6.71	13.54	2.96	5.42	8.72	1.03	
Georgia	1.07	.60	1.97	2.23	.91	1.04	.82	2.96	.67	2.38	
Maryland	1.38	.42	2.88	2.06	.77	*	1.09	.51	1.68	.61	*
North Carolina	2.73	.51	2.77	.94	.89	8.33	.84	.28	1.01	.22	2.62
South Carolina	.87	.18	.80	.26	.71	*	.84	1.25	.34	.32	
Virginia	2.00	.33	2.51	1.37	.57	14.58	2.19	1.25	4.03	.58	9.86
West Virginia	1.29	.18	1.24	.43	.48	1.04	1.24	.32	*	.18	
East South Central	3.07%	1.38%	4.19%	5.40%	2.78%	1.04%	2.08%	2.78%	1.68%	2.12%	1.00%
Alabama	.56	.80	1.38	1.11	1.07	*	.54	.47	1.01	.06	.31
Kentucky	.48	.18	.42	.43	.32	*	.40	.51	*	.58	.31
Mississippi	.52	.16	.65	.26	.26	*	.20	.28	*	.45	.42
Tennessee	1.50	.72	1.84	3.60	1.13	1.04	.94	1.62	.67	1.03	1.43
West South Central	15.56%	20.20%	12.29%	3.61%	14.69%	9.38%	6.79%	5.69%	.00%	11.88%	13.25%
Arkansas	.70	1.00	1.67	.26	.68	*	.23	.14	*	2.47	.93
Louisiana	2.85	1.96	1.78	.21	2.75	*	1.42	.83	*	.51	.15
Oklahoma	2.00	4.20	1.71	.86	2.30	*	1.27	1.30	*	1.69	1.90
Texas	10.14	13.04	7.13	2.06	9.26	9.38	3.97	3.42	*	7.21	10.27
Mountain	9.46%	18.25%	6.94%	2.41%	9.26%	11.46%	12.24%	8.09%	.34%	10.43%	9.65%
Arizona	.91	.82	2.13	.60	2.34	1.04	2.74	.97	*	2.14	8.70
Colorado	3.67	4.86	.99	.69	2.44	7.29	3.10	1.80	.34	2.63	2.00
Idaho	1.13	1.02	.68	.26	.28	1.13	1.26	.14	*	.74	1.13
Montana	.76	1.60	.41	*	.26	*	1.04	.14	*	.29	.05
Nevada	1.02	.88	.55	*	.32	*	1.02	2.87	*	.32	1.05
New Mexico	.81	1.42	.50	.77	.36	*	.22	.60	*	.93	.68
Utah	2.04	4.23	1.72	.09	.95	*	2.74	.83	*	2.92	2.06
Wyoming	.51	1.42	.06	*	.32	*	.12	.74	*	.26	.01
Pacific	15.51%	26.64%	15.63%	18.34%	26.13%	12.50%	29.70%	23.52%	* %	29.51%	30.25%
Alaska	.03	*	*	*	.02	*	.12	*	*	.19	.01
California	9.71	17.48	10.87	4.77	22.45	10.42	25.99	23.66	*	22.43	13.31
Hawaii	*	.03	*	*	.02	*	.05	*	*	*	.01
Oregon	1.13	4.83	1.79	5.06	2.32	*	1.57	.93	*	1.80	.76
Washington	4.59	4.29	2.97	8.51	1.52	2.08	1.97	.93	*	4.11	.04
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Insufficient Data To Document

BEST AVAILABLE COPY


The Best Rx
Is an RV

Average Wholesale Price by Category

	1980	1979	1978	1977	1976
Conventional Travel Trailers	[illegible]	$5,548	$5,021	$5,287	$4,438
Fifth Wheel Travel Trailers	[illegible]	8,348	7,317	6,940	5,725
Truck Campers	[illegible]	2,580	2,580	2,317	2,008
Folding Camping Trailers	[illegible]	2,006	1,803	1,714	1,647
Motor Homes (Type A)	[illegible]	19,605	15,034	18,731	16,047
Van Campers (Type B)	[illegible]	11,292	10,532	9,286	6,768
Chopped Van (Mini)	[illegible]				
Chopped Van (Low Profile)	[illegible]	12,819**	11,672**	11,072**	9,025**
Chopped Van (Compact)	[illegible]				
Van Conversion	[illegible]	11,193	9,812	7,805	5,493

*Includes Pickup Campers
**Average All Chopped Vans

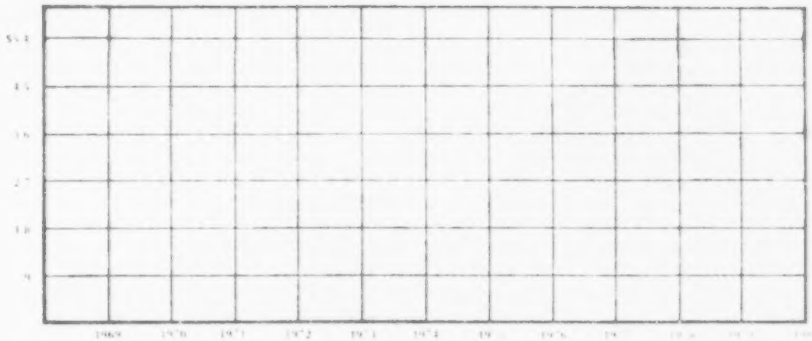
Average Retail Price by Category

	1980	1979	1978	1977	1976
Conventional Travel Trailers	[illegible]	$7,896	$6,694	$7,032	$5,759
Fifth Wheel Travel Trailers	[illegible]	11,134	9,756	9,118	7,614
Truck Campers	[illegible]	3,442	3,437	3,089	2,671
Folding Camping Trailers	[illegible]	2,677	2,404	2,285	2,191
Motor Homes (Type A)	[illegible]	26,137	22,725	24,968	21,332
Van Campers (Type B)	[illegible]	15,041	12,650	12,350	9,024
Chopped Van (Mini)	[illegible]				
Chopped Van (Low Profile)	[illegible]	17,093*	15,562*	14,759*	12,033*
Chopped Van (Compact)	[illegible]				
Van Conversion	[illegible]	14,439	11,774	9,715	7,324

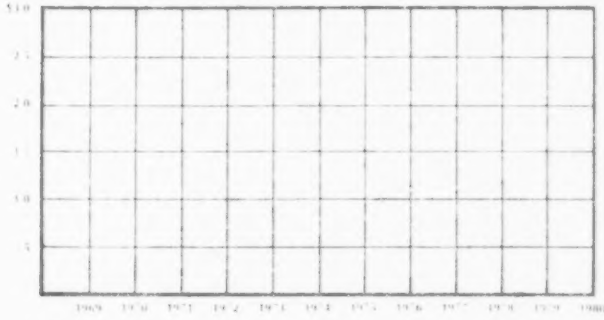
*Includes All Chopped Vans

Retail Value of RV Shipments

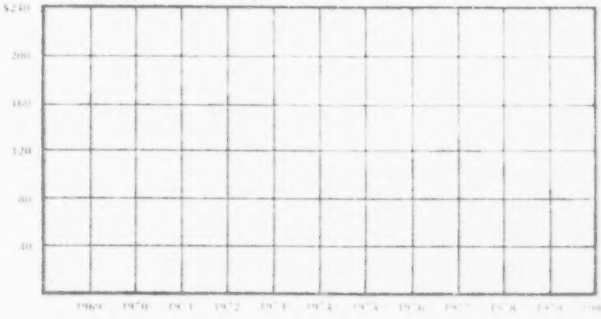
Total Value (Dollars in Billions)



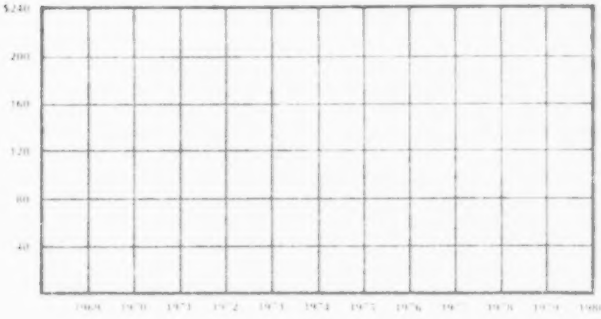
All Travel Trailers (Dollars in Billions)



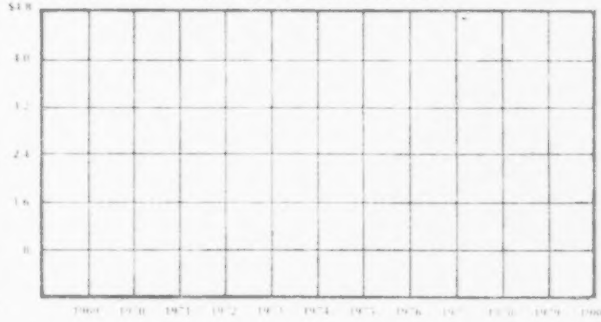
Folding Camping Trailers (Dollars in Millions)



Truck Campers (Dollars in Millions)



All Motor Homes (Dollars in Billions)



(In Millions)

1979*	3,537.9	725.1	81.3	47.5	2,722.0	37
1978*	3,682.8	1,153.0	115.8	84.9	4,329.1	+6.7
1977*	5,326.7	1,229.2	123.2	98.5	1,865.8	+25.4
1976*	4,283.9	1,132.0	116.6	112.2	2,922.9	+23.6
1975	2,320.0	850.0	93.0	51.0	2,910	+66.7
1974	3,892.1	900.6	108.9	92.1	6,92	20.1
1973	2,322.1	842.6	100.1	166.0	3,565.6	1.8
1972	2,363.9	971.1	106.3	212.8	4,013.3	+38.1
1971	3,337.5	1,031.2	119.9	224.6	5,713.5	+42.3
1970	1,322.0	418.3	52.3	184.2	018.3	+7.6
1969	1,013.0	185.0	36.0	174.7	511.8	+19.1

Market Structure by Category and Size

Conventional Travel Trailers

Length	1980	1979	1978	1977	1976
Under 16'	[illegible]	3.0%	1.8%	1.8%	2.2%
16' to 19'11"	[illegible]	15.2	14.2	12.7	14.0
20' to 24'11"	[illegible]	38.4	42.9	39.8	47.6
25' to 29'11"	[illegible]	28.8	28.3	28.7	36.1
30' to 35'	[illegible]	13.4	12.3	18.1	
Over 35'	[illegible]	1.2	0.5	0.2	
	[illegible]	100.0%	100.0%	100.0%	100.0%

*Includes vehicles 25' and over

Fifth-Wheel Travel Trailers

Length	1980	1979	1978	1977	1976
Under 20'	[illegible]	1.7%	0.5%	2.1	3.5
20' to 24'11"	[illegible]	12.2	17.8	19.3	16.9
25' to 29'11"	[illegible]	19.5	22.6	28.0	32.6
30' to 35'	[illegible]	55.9	53.9	47.0	46.1
Over 35'	[illegible]	10.7	4.8	3.5	
	[illegible]	100.0%	100.0%	100.0%	100.0%

*Includes vehicles 30' and over

Folding Camping Trailers

Length	1980	1979	1978	1977	1976
Under 8'	[illegible]	15.9%	14.1	12.7	9.6
8' to 9'11"	[illegible]	42.9	32.1	29.0	28.1
10' to 12'	[illegible]	41.5	31.6	36.9	36.3
Over 12'		14.7	19.2	21.4	25.9
	[illegible]	100.0%	100.0%	100.0%	100.0%

Truck Campers

Length	1980	1979	1978	1977	1976
Under 8'	[illegible]	14.5%	6.9%	8.5	7.4
8' to 9'5"	[illegible]	54.2	56.4	53.6	54.0
9'6" to 10'6"	[illegible]	19.2	20.4	20.5	20.1
Over 10'6"	[illegible]	11.1	16.3	17.3	18.5
	[illegible]	100.0%	100.0%	100.0%	100.0%

Motor Homes — Type A

Length	1980	1979	1978	1977	1976
Under 23'	[illegible]	7.7%	12.4	8.8	*
23' to 25'11"	[illegible]	30.8	43.6	47.3	*
26' to 29'	[illegible]	16.7	18.1	23.2	*
Over 29'	[illegible]	44.8	25.9	21.7	*
	[illegible]	100.0%	100.0%	100.0%	

*Data are not comparable. The 1976 market for Type A Motor Homes was: Under 21' = 5.9%; 21' to 23'11" = 21.0%; and 25' and over = 73.1%.
NOTE: Parts may not add to totals due to rounding.

Travel Trailer

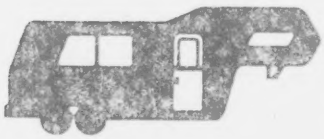
A trailer designed to be towed by a motorized vehicle (auto, van or pick-up truck) and of such size and weight as not to require a special highway movement permit. It is designed to provide temporary living quarters for recreational, camping or travel use and does not require permanent on-site hook-up. A travel trailer can be one of the following types:

Conventional Travel Trailer

Ranges typically from 12 feet to 35 feet in length, and is towed by means of a bumper or frame hitch attached to the towing vehicle.

Park Trailer

Designated for seasonal or temporary living when set up and connected to utilities necessary for operation of installed fixtures and appliances. Built on a single permanent chassis and capable of being towed by a light truck, not exceeding 10,000 pounds GVWR. Not more than 40 feet overall length and no more than 8 feet in overall body width when in the traveling mode. Designed for set-up by persons without special skills using only hand tools and lifting, pulling or supporting devices.



Fifth-Wheel Travel Trailer

This unit can be equipped the same as the conventional travel trailer but is constructed with a raised forward section that allows a bi-level floor plan. This style is designed to be towed by a vehicle equipped with a device known as a fifth-wheel hitch.

Folding Camping Trailer

A recreation camping unit designed for temporary living quarters which is mounted on wheels and constructed with collapsible sidewalls that fold for towing by a motorized vehicle.

Truck Camper

A recreational camping unit designed to be loaded onto, or affixed to, the bed or chassis of a truck, constructed to provide temporary living quarters for recreational, camping or travel use.

Multi-Use Vehicle

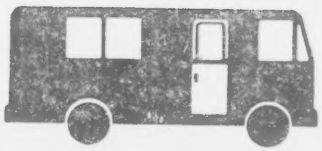
A motor vehicle designed for the transportation of people and or property and altered by the RV manufacturer for esthetic or decorative purposes. These changes may include windows, carpeting, paneling, seats, sofas, and accessories.

Multi-Use Van Conversion

A completed van chassis modified in appearance for transportation and recreational purposes.

Motor Home

A recreational camping and travel vehicle built on or as an integral part of a self-propelled motor vehicle chassis. It may provide kitchen, sleeping and bathroom facilities and is equipped with the ability to store and carry fresh water and sewage. A motor home can be one of the following types:

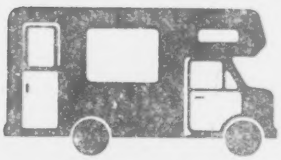


Conventional Motor Home (Type A)

The living unit has been entirely constructed on a bare, specially designed motor vehicle chassis.

Van Camper (Type B)

A panel-type truck to which the RV manufacturer adds any two of the following conveniences: sleeping, kitchen and toilet facilities, also 110 volt hook-up, fresh water storage, city water hook-up, and a top extension to provide more head room.



Chopped Van (Mini)

This unit is built on an automotive manufactured van frame with an attached cab section of a GVWR of 6500 pounds or more, with an overall height of more than eight feet. The RV manufacturer completes the body section containing the living area and attaches it to the cab section.

Chopped Van (Low Profile)

This unit is built on an automotive manufactured van frame with an attached cab section having a GVWR of 6500 pounds or more, with an overall height of less than eight feet. The RV manufacturer completes the body section containing the living area and attaches it to the cab section.

Chopped Van (Compact)

This unit is built on an automotive manufactured cab and chassis having a GVWR of less than 6500 pounds. It may provide any or all of the conveniences of the larger units.